

TRANSMITTAL SLIP		DATE 13 Feb 87
TO:		
ROOM NO.	BUILDING	
REMARKS:		
EXA/DDA <u><i>[Signature]</i></u> 13 FEB 1987 ADDA <u><i>[Signature]</i></u> 13 FEB 1987 DDA <u><i>[Signature]</i></u> 17 FEB 1987 DDA/Registry  cc: D/Logistics for info. <i>done</i> <i>ad</i>		
FROM:		
ROOM NO.	BUILDING	EXTENSION

FORM NO.  
1 FEB 56 241

REPLACES FORM 36-8  
WHICH MAY BE USED.

(47)

DD/A Registry

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## ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FROM

EXTENSION

NO.

Director of Security

DATE

11 FEB 1987

TO: (Officer designation, room number, and building)

DATE

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

RECEIVED

FORWARDED

1. DDA  
7D-24 Headquarters

WST

FYI - An update on where we stand with FAA on restricting helicopter incursion of Headquarters air space. In sum, FAA wants to pursue voluntary restraints in lieu of regulatory prohibition.

Director of Security

Att

OS 7 0212

MEMORANDUM FOR THE RECORD

FROM:

SUBJECT: Meeting With FAA and Helicopter Association  
International, 7 January 1987

1. On 7 January 1987  C/PSG/OS, and I attended a meeting at the FAA to discuss voluntary restrictions on helicopter overflights of HQs. The meeting was conducted by Harold Downey, Manager, Airspace and Aeronautical Information Requirements and Lt. Col. Paul Gallant, both of the FAA. Mr. Glenn Leister, Director of Heliports and Airways (683-4646) attended for Helicopter Association International (HAI). (HAI represents 40-50% of all helicopter operators. They also have regional affiliates in all areas of the country. HAI is the association with which FAA deals on matters requiring the cooperation of the helicopter industry.)

2. The above meeting followed efforts of Agency representatives over the last six months to obtain a prohibited airspace designation over HQs from FAA as a consequence of the unauthorized helicopter overflight carrying an Orion Productions film crew. After several meetings, FAA gave us a clear signal that we would have to exhaust voluntary efforts before they would seriously consider a regulatory prohibition. There are only nine prohibited areas in the entire country and the FAA is not anxious to add new ones to the list. DOE encountered similar difficulties regarding efforts to prohibit air traffic over their nuclear production facilities.

3. The meeting went well from our perspective. The HAI representative was extremely willing to cooperate. Helicopter operators, as a class, are subject to less regulation than operators of fixed wing aircraft, and have been able to keep this preferred status through cooperation with FAA and self-policing of their industry. Our discussion led to several actions which the FAA and HAI appeared willing to take to achieve a voluntary program, as follows:

a. Notice in HAI publication. HAI publishes a monthly "rotogram" to its members containing notices, news and so forth. We were offered the opportunity to prepare the notice and include a picture of HQs. (Should we ask that this be run annually?)

b. HAI letter to regional affiliates. This would be a followup to the notice in the rotogram and would encourage the regional affiliates to notify their members to avoid HQs.

c. FAA notice to airmen. This would be a warning sent to the individual pilots by the FAA.

d. Updating of aviation charts. The FAA periodically updates their aviation charts and could put an advisory notice on the chart for aircraft to avoid HQs.

The policing mechanism is basically industry peer pressure. The industry wants to avoid new regulation; they therefore call members into line for their transgressions. The FAA and HAI, in my opinion, sincerely believe these voluntary measures will do the job.

4. I will prepare a draft notice for the rotogram and a draft letter to the FAA (copy to HAI) setting out our understanding of the voluntary effort, and coordinate them through

STAT